Amendments to the Specification:

On page 1, immediately after the title of the application, please insert the following paragraph:

CROSS-REFERENCE TO RELATED APPLICATIONS

This application is a divisional of U.S. Application No. 09/797,168, filed February 28, 2001, which claims the benefit and priority of Provisional Application No. 60/185,607, filed February 29, 2000, which is hereby incorporated herein in its entirety by reference.

Please replace the paragraph beginning on Page 1, Line 20 with the following amended version of this paragraph:

Worldwide production of automobiles **rose** to a level of 38 million vehicles in 1998 and beyond in subsequent years. A vehicle manufacturer must transport each of these large, heavy items from a manufacturing plant to a dealer for retail sale. Transportation of vehicles will become even more complex if Internet commerce results in substantial direct delivery from **a** factory to a purchaser's home or place of business.

Please replace the paragraph beginning on Page 2, Line 28 and ending on page 3 with the following amended version of this paragraph:

With regard to present use of mixing centers, unloading and loading massive numbers of vehicles consumes much time. Again, carriers face the challenge of providing sufficient labor and equipment when needed without leaving loaders and rolling stock idle. Carriers have insufficient information to accurately estimate arrival times of trains or knowledge of their contents and the vehicle destinations to project labor and equipment needs. Therefore the phenomena of "dwell" **[[occur]]** **occurs**; for example, **a** transit dwell occurs when rail cars cannot be unloaded, and a process dwell occurs when railcars are not available to load outbound vehicles. Damaged vehicles sometimes are set aside and become "lost" at a facility because their status and location were not accurately reported. Usually, car haulers are needed to transport

some vehicles to dealers within a set distance from the mixing center, adding increased complexity to the unloading, sorting, and loading process.

Please replace the paragraph beginning on Page 5, Line 7 and ending on Page 6 with the following amended version of this paragraph:

Generally described, one embodiment of the present **invention** provides a system and method for facilitating delivery of manufactured items from a manufacturing facility to customers via a delivery network, utilizing: (1) one or more databases, including:

(a) in transit information describing a location and status of items in the delivery network being delivered from the manufacturing facility to a destination;

(b) network facility information including identification and capacity of a plurality of network facility points, including origin points, mixing center points, termination points, customer facility points;

(c) carrier information describing capacity, location and status of network transport devices and transport operators;

(d) routing information describing transportation routes within the delivery network, capacity of the routes, and cost of delivery of items along the routes;

(e) a delivery plan including routes for items and planned times for shipment and delivery of items to points along routes;

(f) measured transit time information including actual times taken for movement of items between points in the network; and

(2) access to the one or more databases from one or more of the network facility points; and the capability to download from one or more of the databases information useful in carrying out a delivery plan implemented via the delivery network. In a preferred option, remote access units are configured to upload to one or more of the databases information for updating the in transit information, the network facility information, and/or the carrier information. Preferably, one or more of the databases includes manufacturing information identifying items to be completed over a known period of time; and the access units are configured to upload to one or more of the databases information for updating the manufacturing information. The access units may be configured to upload to one or more of the databases information for updating the route information, the measured transit time information, and the delivery plan. In one preferred

option, the system and method utilize a simulation tool operative to predict performance of alternate delivery plans based on the information stored in the one or more databases.

Please replace the paragraph beginning on Page 7, Line 6 with the following amended version of this paragraph:

According to another of its aspects, the present invention provides a method of transporting vehicles from a manufacturing plant to a plurality of destination ramps via a delivery network, comprising transporting by railcar at least some of a plurality of vehicles released from a manufacturing plant origin point to a mixing center, utilizing a first group of railcars each carrying unmixed vehicles bound for a respective common destination ramp, and a second group of railcars carrying mixed vehicles bound for more than one destination ramp; unloading the second group of railcars at the mixing center; consolidating the unloaded vehicles onto a third group of railcars each carrying unmixed vehicles bound for a respective common destination ramp; transporting the first and third groups of railcars from the mixing center to the respective common destination ramps; using a simulation tool, modeling a delivery network including the manufacturing plant origin point, the mixing center, the destination ramp, and transport devices and predicting occurrence of delays at the mixing center; and in response to prediction of a delay at the destination ramp, planning and executing a routing plan that diverts at least some of the mixed vehicles at the manufacturing plant origin point to car haulers for transport directly to a point in the delivery network downstream of the mixing center. In particular implementations, the downstream point in the delivery network comprises a respective destination ramp, or the delivery network may comprise a plurality of dealerships, and, in response **[[said]]** **to a** prediction of a delay at the destination ramp, the method may divert at least some of the mixed vehicles at the manufacturing plant origin point to unmixed car haulers for transport directly to respective dealerships.

Please replace the paragraph beginning on Page 8, Line 27 and ending on Page 9 with the following amended version of this paragraph:

Furthermore, the invention provides a method of scheduling, manufacturing, and shipping items via a delivery network, comprising providing a delivery network comprising a plurality of network facility points, including one or more origin points and mixing center points, and a plurality of termination points; assembling a set of parts needed to make a predetermined number of items; ordering production from the assembled set of parts so as to manufacture items going to the same termination point in sequential order; and inserting the items as they are made into the delivery network. The network may also include customer facility points, each of the items having a delivery destination at one of the customer facility points.

Please replace the paragraph beginning on Page 9, Line 5 with the following amended version of this paragraph:

More specifically described, a preferred embodiment of one aspect of the invention provides a method and system of the present invention ~~relate~~ **relating** in one embodiment to the transportation of vehicles from a plurality of vehicle manufacturing plants to a plurality of vehicle dealer locations. In one embodiment, this invention comprises manufacturing the vehicles at each of the manufacturing plants in a sequence based on the destinations of the vehicles. The invention also comprises notifying rail and car hauler carriers of a manufacturing ~~productions~~ **production** schedule, which takes into account the above mentioned sequence. The invention also involves associating sets of the manufacturing plants into plant groups, and providing a plurality of parent mixing centers, each receiving vehicles from a plurality of the plant groups, which are associated exclusively with one parent mixing center. A plurality of rail car loads of vehicles (bound for a single destination, within a first time window) are released from one or more of the plant groups sharing a parent mixing center. The rail car loads are transported to the shared parent mixing center associated with each of the plant groups if the destination is farther than a selected distance from a final loading location of the plant group~~s~~. In this embodiment, the present invention also provides for a system for simulating the best routes for vehicles released from all the manufacturing plants in the first time window, based on

available rail transport and production schedules of all the manufacturing plants. At the shared parent mixing center, this embodiment of the invention combines the rail car loads with rail car loads from other plant groups, bound for the same destination; and then allows for the transporting of the trains to remote mixing centers, where there is further assembling of trains according to the simulated best routes. The invention also allows for the bypassing of remote mixing centers when a full train has been assembled.

Please replace the paragraph beginning on Page 10, Line 1 with the following amended version of this paragraph:

Another aspect of this embodiment of the invention is the ability to track each vehicle. This is accomplished by, for example, marking each vehicle with a machine readable vehicle code (the marking can involve, for example, affixing adhesive material with bar-coded information, or it can, for example, be a permanent identification mark that is put on the vehicle). The system provides for:

- the scanning of each vehicle code as a vehicle is loaded onto a rail car;
- the marking of the rail **[[cars]]** **car** loads with a machine-readable rail car code, and storing the vehicle codes of each load in association with the rail car code;
- scanning the rail car code on arrival at the parent mixing center;
- scanning the rail car code on departure from the parent mixing center;
- scanning the rail car code on departure from the remote mixing center;
- scanning the rail car code on arrival at a remote mixing center;
- the scanning of the rail car code on arrival at a destination ramp;
- the scanning of the vehicle codes as the vehicles are loaded onto a car hauler trailer;
- the scanning of the vehicle codes on arrival at the dealer location.

On each of the scans mentioned above, the system enables the sending of the scanned vehicle or rail car codes to a central computer, where they can be used to track the vehicles, and for other logistical purposes.

Please replace the paragraph beginning on Page 17, Line 8 with the following amended version of this paragraph:

Referring now in more detail to the drawings, in which like numerals refer to like elements throughout the several views, Fig. 1 shows a schematic diagram of a vehicle delivery system 10 according to the present invention. The delivery system 10 includes generally a vehicle distribution network 20, which includes various physical facilities described below for transporting vehicles, and **[[an]]** **a** data flow network 30, which includes various data processing, storage, user interface, and software components that are also described below. The distribution network 20, conceptually shown in Fig. 1, provides for the transport of vehicles 22 by trains 23 of railcars from an origin point 25, such as a manufacturing plant or accumulation hub, to a mixing center 26, where personnel unload and sort the vehicles if necessary. Railroad personnel then load the vehicles onto railcars and build trains 23 to transport the vehicles to destination ramps 27, where personnel unload the vehicles. Others at the destination ramps 27 load the vehicles onto car haulers 28 for transport to automobile dealerships 29. Fig. 1 shows the data flow network 30 conceptually as a system for collecting information from each of a plurality of facility points of the distribution network, and for providing information to each of those points. The flow of information is shown in dashed lines.

Please replace the paragraph beginning on Page 18, Line 15 with the following amended version of this paragraph:

A diagrammatic representation of the vehicle distribution network is shown in Fig. 2. At the origin point 25, a vehicle 22 is manufactured at a plant 25a and released to an origin ramp 25b for loading. Fig. 2 shows multiple possible initial lane segments for the vehicle 22. Segment 3 represents car hauler transportation to a mixing center 26. Segment 4 represents "LTD" (load to destination ramp) railcar 23a transport to the mixing center for attachment (without unloading) to a train bound for a destination ramp 27. LTD railcars contain vehicles bound for the same destination ramp. Segment 5 represents "mix" (mixed vehicle destinations) railcar 23b transport to the mixing center for unloading, sorting, loading with other vehicles bound for the same destination ramp, and attachment to a train bound for the destination ramp

27. Segment 6 represents a train of railcars proceeding directly from the origin ramp 25b to the destination ramp 27. One or more additional rail or car hauler lane segments 7 are traversed between the mixing center 26 and the destination ramp 27, from which the vehicle is transported to a dealer **[[20]]** **29** by car hauler. Some vehicles may have one car hauler lane segment 8 between the mixing center and the dealer. Segment 9 represents car hauler transport directly from the origin ramp to a dealer 29.

Please replace the paragraph beginning on Page 19, Line 1 with the following amended version of this paragraph:

Fig. 3 represents a geographical map showing a portion of an example of a distribution network 20 utilizing the present invention, showing how vehicles move from origin points 25, in this case groups of manufacturing plants **40**, to a mixing center 26. Each origin manufacturing plant **40** sends **[[it]]** **its** manufactured vehicles to one "parent" mixing center 26p. In the example shown, a set of Southeastern U.S. plants in Louisville, Kentucky, Norfolk, Virginia, and Atlanta, Georgia route vehicles produced to the mixing center 26p at Shelbyville, Kentucky by rail. From Shelbyville, trains of vehicles may pass through other mixing centers 26 at Fostoria, Ohio, Kansas City, Kansas, or Chicago, Illinois, where the railcars may be attached to other trains if necessary. The arrows represent rail routes from the origin plant groupings to the parent mixing center, and on to other mixing centers.

Please replace the paragraph beginning on Page 19, Line 12 with the following amended version of this paragraph:

Fig. 4 represents vehicle transport outbound from the mixing centers 26 of the network 20 for the example of Fig. 3. The arrows represent rail routes from the mixing centers to a large number of destination ramps 27. As shown, trains may stop at intermediate destination ramps **27** to drop rail cars, or split at a destination ramp **27** so that the resulting trains can take different routes to more distant destination ramps **27**.

Please replace the paragraph beginning on Page 19, Line 30 and ending on Page 20 with the following amended version of this paragraph:

If the vehicle must travel a multi-segment lane, then at block 111 it is determined **[[if]]** **whether** the mode of transport will be by train 23. If so, it is loaded onto a rail car at block 112. If not, it is loaded onto a car hauler 28 at block 113. At block 114 it is determined if the transport device is bound for a mixing center 26. If so, the vehicle is transported over a transit time represented by block **[[114]]** **133** to a mixing center 26. At block 115, it is determined whether, in the case of rail transport, the vehicle's railcar must be unloaded, or whether it will bypass the mixing center. If unloading is required for one of the vehicles on the railcar, the railcar will be unloaded entirely over a time represented by block 116. Then at block 117 it is determined whether the vehicle is bound for a dealer near the mixing center. If so, at block 119 the vehicle is loaded, after a dwell time in a car hauler parking lot at the mixing center represented by block 118, onto a car hauler 28, which transports the vehicle to the dealer for unloading at block 120.

Please replace the paragraph beginning on Page 21, Line 3 with the following amended version of this paragraph:

The data flow network 30 is shown diagrammatically in Fig. 7. An intranet 32, shown as surrounded by a plain dashed line, is maintained by a network management team ~~**31 (see Fig. A31)**~~, which preferably is the same entity that employs the team of managers noted above. The intranet **32** includes a tracking system component **34**, a planning tool component 36, and a simulation tool component **38**. The intranet **32** receives input data from various external sources (described below) via a data communications interface 40, which may be, for example, an electronic mailbox.

Please replace the paragraph beginning on Page 21, Line 28 with the following amended version of this paragraph:

The tracking system 34 includes a tracking database 50 containing status information on all aspects of the distribution network 20, and related software. This status information is

received via the interface 40, from three main sources: (1) vehicle manufacturers data 52, including production schedules, when actual production of a VIN begins, and when each VIN is released; (2) railroad data sources 54, including scanners for reading encoded symbols on VINs and railcars, and terminals for manually sending information on the time planned events and unplanned disruptions occur; and (3) car hauler data sources 56, similar to the railroad data sources. The tracking system also receives VIN routing information from the planning tool 36. The purpose of the tracking system 34 is to provide full visibility of the status of the distribution network to the management team, to assist the manufacturers with geographic build efforts, and to provide status and statistical information needed by the planning tool 36 and the simulation tool 38.

Please replace the paragraph beginning on Page 25, Line 8 with the following amended version of this paragraph:

A variety of reports are also available, including Expediting Reports and Planning Reports. Expediting Reports include Critical VIN, Aged VIN, No Start VIN, and Jeopardized Delivery VIN reports. Some of the Planning Reports include Origin Ramp reports, Pass Through Car reports, and Mixed Car reports. A search capability **[[of]]** **is** also available.

Please replace the paragraph beginning on Page 25, Line 26 with the following amended version of this paragraph:

Term	Definition
Actual Date	The date that the event has actually occurred. In Phase I, this is provided from data from the manufacturer's legacy computer system (hereinafter "Legacy").
Alert	A proactive notification of a specific event occurrence or non-occurrence of an event within its tolerance windows.

Please replace the paragraph beginning on Page 26, Line 1 with the following amended version of this paragraph:

Alternate Lane	A change in the routing regardless of time of validity of that routing that applies to any vehicle (VIN) that has not dropped into a transportation network. (In Phase I, prior to Legacy 1B Factory Release.)
Carrier	Any provider that transports a vehicle: car hauler, rail provider, etc. Also known as ***Vendor***.
Legacy	A system operated by the automobile manufacturer that supplies data to the vehicle tracking system 34.
Destination Ramp	A Destination Ramp is the final facility through which a vehicle passes prior to delivery to the dealer. Destination Ramps are predominately inbound railyards where trains from the Mixing Center or Plant are unloaded and then loaded onto car-haulers for delivery to the dealer. Destination Ramps can also be located at the Plant or Mixing Center as a consolidation point for vehicles that are to be delivered locally. See also Mixing Center, Origin Ramp.
Dwell Time	The waiting time after release or unloading at origin ramp, mixing center, ramp, or other transportation facility prior to departure from that facility.
Lane	A unique combination of ultimate origin, destination, transit time and mode of transport. A lane consists of a combination of segments.
Location	Location refers to the ramp, lane or other place where the event is planned to take place or ~~**actual**~~ **actually** occurs.

Please replace the paragraph beginning on Page 27, Line 1 with the following amended version of this paragraph:

Mixing Center	A Mixing Center (4 total facilities) is a hub used for consolidation (unload and re-load) of vehicles coming from multiple origins onto railcars for like destination ramps. Additionally, Mixing Centers take pure railcars (Load to Destination Ramp) from multiple origins and build trains going to the Destination Ramp. The Mixing Center can also take vehicles from these origins that are destined for local dealers and load them out for delivery via over the road car-haul operations. There are presently four (4) Mixing Centers in the network: Kansas City, Chicago, Shelbyville (KY), and Fostoria (**[[Oh]]** **OH**).
Origin Ramp	Origin ramps are located at the factory or plant.
Planned Date	The date that the event is projected to occur based on the information originally provided by the automobile manufacturer. In Phase I, this is derived from the Legacy 1A record.
Ramp	Refers to a location. Origin ramps are at the plant. A Destination Ramp is the final facility through which a vehicle passes prior to delivery to the dealer. See also *Destination Ramp, Origin Ramp, Mixing Center.*
Region	A geographical area as defined by the Delivery ~~**Logisities**~~ **Logistics** Company.
Revised Date	The date that the event is expected to occur based on the actual information. In Phase I, this information is derived from information provided by The Automobile Manufacturer's Legacy system.
Segment	A segment is a portion of a lane that is defined by a specific origin and location. Specific (planned and unplanned) events occur along segments.
Vendor	Any provider that is contracted to transport a vehicle: car hauler, rail provider, etc. in the network. Also known as ***Carrier***.
VIN	The Vehicle Identification Number is the unique number assigned to a vehicle. It is a federally required identifier unique to every vehicle manufactured in the United States (and Canada). Each VIN consists of a series of numbers and letters, each representing a particular field of information, such as manufacturing site, model type, engine size, etc. This is standard terminology used whenever referencing a vehicle, car, truck, or automobile.

Please replace the paragraph beginning on Page 28, Line 14 with the following amended version of this paragraph:

In one embodiment, the vehicle tracking system **34** application ~~**will receive**~~ **receives** vehicle ~~**manufacturers**~~ **manufacturer** data **52** from a tracking event database provided by the automobile manufacturer (in one embodiment through the automobile manufacturer's legacy system, hereinafter "Legacy" system), imports it and then provides **[[an]] a** web format view of the data via the Internet. The objective of **the** vehicle tracking system **34** is to provide shipment visibility down to a specific VIN within the automobile manufacturer's distribution network **20**. The vehicle tracking system **34** adds value to this data by projecting and tracking shipment status.

Please replace the paragraph beginning on Page 29, Line 7 with the following amended version of this paragraph:

Data sources other than Legacy also are not **to** be used in the first embodiment with the exception of holds.

Please replace the paragraph beginning on Page 30, Line 4 with the following amended version of this paragraph:

Area Managers	The operating Area Managers are responsible for all activities and results within their defined areas of operations -- one assigned per mixing center, and assignment by geographic definitions (including assembly plants, lanes and segments, and the associated territory served.) Their responsibility will consist of executing the plan through carrier management in the field, insuring that the requirements of the network are met. At plant locations, additional responsibilities will include vehicle entry into the network per a planned carrier mode; distribution and flow plan, and building trains according to blocking schedules as required by the rail network to feed the mixing centers. The Area Managers are expected to develop working relationships with those carriers assigned business at each location. Additionally, they are expected to serve as contact ~~**point**~~ **points** for all matters in the field relating to the delivery of new vehicles. Activities will include the following: • Daily contact with operations and network planning • Carrier performance reviews: daily, monthly as required • Planning sessions • Dealer visits • Cost control and review • Quality programs and enforcement

Please replace the paragraph beginning on Page 32, Line 5 with the following amended version of this paragraph:

Vehicle Tracking System Events Used With Tracking System [[34]]

As noted above, the vehicle tracking system **34** (see Fig. 9) is configured to "track" vehicles as they pass though the distribution network **20.** In one embodiment, this tracking is done at least partially by the use of certain events which are captured and subsequently reported. Events that are captured and reported on by the vehicle tracking system **34** in Phase I include but are not limited to the following:

Event	Source of Data
1. Vehicle Forecasted	Legacy 1J
2. Production Begins	Legacy 1A
3. Vehicle Released	Legacy 1B
4. Loaded onto Rail Car	Legacy 1C & 1D
5. Unloaded from Rail Car	Legacy 2A & 2B
6. Vehicle Arrives at Destination	Legacy 2A & 2B
7. Rail Switch-Out/Car Hauler Depart	Legacy 3C
8. Vehicle Delivered	Legacy 3A - "F" if field 28
9. Vehicle Put on Hold	Legacy & Vehicle Tracking System Data Entry

Please replace the paragraph beginning on Page 33, Line 1 with the following amended version of this paragraph:

A **lane** is a unique combination of ultimate origin, destination, transit time and mode of transport. A lane consists of a combination of **segments**. A **segment** is a portion of a **lane** that is defined by a specific origin and location. Specific (planned and unplanned) events occur along segments. **Origin ramps** are at the assembly plant. **Destination ramps** are the final facility through which a vehicle passes prior to delivery to the dealer. ~~**Origin ramps are at the plant.**~~

Please replace the paragraph beginning on Page 33, Line 9 with the following amended version of this paragraph:

The date that **[[and]]** **an** event has actually occurred is referred to as the **Actual Date**. The **Planned Date** is the date that the event is projected to occur based on the information originally provided by the automobile manufacturer. The **Revised Date** that the event is expected to occur based on the actual information.

Please replace the paragraph beginning on Page 33, Line 26 with the following amended version of this paragraph:

The automobile manufacturer can provide Legacy records bearing exemplary names such as "1J" and "1A" to the Tracking System **34**. Carrier Legacy records can be picked up by the management team Delivery from the automobile manufacturer's EDI mailbox. ~~**Order**~~ **The order** in which records are received may not correspond to chronological order. Such item names and characteristics are for example only; other formats of other data sources could also be used without departing from the invention.

Please replace the table beginning on Page 34 and ending on Page 35 with the following amended version of this table:

Record	Description of Part of Record Relevant to the Vehicle Tracking System [[34]]	How Used by the Vehicle Tracking System [[34]]
1J	Reports on advance shipping notice provided 4 days before completion of vehicle assembly. Includes: • VIN • Origin • Destination • Route Code The automobile manufacturer uses this record to plan segments and costs. In **the** Route Code table, N = Normal, P = Preferred, **and** only one route code is active. Origin/Destination Pair and mode determine route code.	Used to initialize vehicle data in the vehicle tracking system 34, "Vehicle Forecasted" event Planned dates are calculated for subsequent events for each vehicle based on the **Route Code**.

1A	Produced 4 days before vehicle leaves production. Includes: • VIN • Origin • Destination All carriers receive 1A record, not all want to receive 1J record from the automobile manufacturer.	Reports on "Production Begins" event"/"Invoiced (Search)" Subsequent events and their associated dates are determined. Used to initialize vehicle data in The Vehicle Tracking System if 1J not received. • Subsequent events and their associated dates are determined using O/D pair without Route Code.
1B	Reports on plant release of vehicle. Includes: • VIN • Origin • Destination • Release Date Currently, a 1B can be sent for a vehicle that is not shippable. The automobile manufacturer has plans to make "released" = "shippable". The automobile manufacturer's QLS system has information about holds.	Used to indicate "Vehicle Released" event has occurred and actual release date. Revised event dates are calculated if actual release date is different than planned release date.
1C **1D**	Reports a rail switch-out -- that a vehicle has changed rail carriers. These records associate the VIN **[[to]]** **with** a rail car. 1C - Railcar Header Record. 1D - Provided for each vehicle shipped on a railcar, has railcar id	Used together to determine if a vehicle is loaded at a mixing center: • Used for "Loaded onto Rail Car" event first time received. • Used for "Switchout Event" after first time received. Revised event dates are calculated if actual release date is different than planned release date.

Please replace the table beginning on Page 36 and ending on Page 37 with the following amended version of this table:

Record	Description of Part of Record Relevant to the Vehicle Tracking System [[34]]	How Used by the Vehicle Tracking System [[34]]
2A	The convoy carrier submits this at the destination ramp to signify the VINS have been unloaded and are available to the convoy carrier. Indicates that rail cars have changed trains. Normal arrival…	**The** System 34 will assume that the activity took place at the point identified in the standard routing and calculate accordingly to produce information for the "Unloaded from Rail Car" event. Revised event dates are calculated if actual release date is different than planned release date.
2B	The convoy carrier will send in a 2B if there is a correction to the 1C/1D. Example: A VIN **was** reported to be on the railcar but wasn't, instead there was a different VIN. 2B adds and deletes VINS from the Consist transmission(1C/D). The 2B will have all the fields a 2A would have plus the "A" for add or "D" for delete and the VIN associated with the action code.	
2C	The 2C is sent by the carrier when there is an arrival of a railcar for which a switchout was not received. When received, Legacy will send a 1C/1D back to the carrier.	Reports arrival of a rail car for which switchout not rec'd.
2D	One record for each vehicle on the railcar reported in the 2C.	
3A	Reports on delivery to dealer or final destination (customer). Normal movements. This transaction will have a ~~'F', 'R',~~ **"F", "R",** or a "T" in field 28. • F = a final delivery to dealer.	Used to indicate "Vehicle Delivered" event has occurred and its date. Revised event dates are calculated if actual release date is different than planned release date.

	• T = a convoy move for a ramp to ramp • R = Refused by the dealer.	3A-F - "Vehicle Delivered to Dealer" Can be used for "Unloaded from Rail Car" -- because the vehicle has been dispatched via convoy carrier.
3B	Reports on diversions directed by the automobile manufacturer. These include: reduced move to dealer, return to ramp; any diversion to location or dealer other than the one designated in 1B or 1D.	Will be used to indicate exceptions…
3D	Reports on convoy dispatch.	Can be used for "Unloaded from Rail Car" -- because the vehicle has been dispatched via convoy carrier.
4A	Reports on changes to vehicle status, including exceptions such as in-transit repair, removed from network to storage, etc. Also includes payment information.	Plans are to use this record to report on exceptions that affect vehicle tracking. Any exceptions that do not affect time in transit are ignored.

Please replace the paragraph beginning on Page 38, Line 15 with the following amended version of this paragraph:

Reference is briefly made to Fig. 20, which shows **[[an]]** **a** Unit Breakdown (a.k.a., "Model Summary") view.

Please replace the paragraph beginning on Page 38, Line 25 and ending on Page 39 with the following amended version of this paragraph:

The Vehicle Detail View, in one embodiment, contains a detailed description of the selected vehicle, including information such as the following:

- Model Name
- VIN
- Make (Manufacturer)
- Line & Series
- Model Year
- Body Type
- Chassis Type
- Engine Details (Cylinders, Litres, Net Brake HP, Fuel)
- Miscellaneous (Restraint**[[,]]** System)

Please replace the paragraph/table beginning on Page 39, Line 13 with the following amended version of this paragraph/table:

The Lane Summary View provides the user with a list of areas that are included in the user's lanes. In the Lane Summary View, the user will see a listing of the following:

Date	Date for events associated with lane
Quantity	Quantity of vehicles associated with that date and lane
Unit Breakdown	A hyperlink to the Unit Breakdown for this date and lane ~~(a list~~
Vehicle Summary	A hyperlink to the Vehicle Summary for this date and lane.

Please replace the paragraph beginning on Page 41, Line 4 with the following amended version of this paragraph:

An "Update User" function allows for changing user information or deleting ~~users a~~ **users. A** search function will allow the administrator to locate a user by user id or name.

Please replace the paragraph beginning on Page 43, Line 2 with the following amended version of this paragraph:

Total Lane Time in Transit = Segment1 Time in Transit + Segment2 Time in Transit...+ Dwell Times at various locations.

Please replace the paragraph beginning on Page 45, Line 6 with the following amended version of this paragraph:

Items excluded from the second embodiment of the vehicle tracking system **34** efforts but which may be included in additional embodiments include: Car Hauler View, Rail Provider View, and Consumer View.

Please replace the paragraph beginning on Page 45, Line 12 with the following amended version of this paragraph:

A diversion view (not shown) allows the user to manually define a new destination for a vehicle. This serves as a notification to **[[The]]** **the** vehicle tracking system 34 not to generate an alert when the vehicle isn't delivered as originally forecasted. Only a Ramp, Area, or Zone Manager can divert a vehicle.

Please replace the paragraph beginning on Page 46, Line 28 with the following amended version of this paragraph:

The format of each individual report is determined as **[[the]]** business needs require.

Please replace the paragraph beginning on Page 46, Line 30 and ending on Page 47 with the following amended version of this paragraph:

Under the second Vehicle Delivery System embodiment, the holds & damages view is modified to assign/un-assign holds and damage codes to groups of vehicles based on commonly used filter criteria; ~~**things like**~~ **such as** current/future location, manufacturing date, VIN range, make/model, engine type.

Please replace the paragraph beginning on Page 47, Line 5 with the following amended version of this paragraph:

The vehicle tracking system **34** ~~**system**~~ does the following:

- Stores EDI data feeds into a data feed directory repository
- Processes EDI data in accordance to the Customer's business rules
- Populates an Oracle database with data that is either pulled directly from the EDI data, or is generated in accordance to the Customer's business rules
- Provides access to the shipment information to users with varying degrees of access and business interests via a secure Internet application

- Provides the facility for a "logistics manager" user to manage and optimize shipment routes and logistics
- Provides facility to generate reports for the various users of the system

Please replace the paragraph beginning on Page 47, Line 28 and ending on Page 48 with the following amended version of this paragraph:

Much of the data provided to users vehicle tracking system **34** is derived from the original EDI data using a "Data Processing Engine". This data requires regular processing to determine state of the shipment. For instance, the "state" of a shipment (whether it is "late", "on-time", or "early") is derived from the dates associated with the generation of 1x, 2x, 3x, 4x, "flags/alerts/alarms" **and** is calculated on a regular basis, as new EDI data comes in.

Please replace the paragraph beginning on Page 48, Line 3 with the following amended version of this paragraph:

To capitalize upon the strengths of the development tools (WebObjects, Java, Oracle, etc.) an "object library" is created. Objects are software components that are "reusable". The object library would include: reusable web components (reusable components can be used to render information in the same manner for different ~~**application**~~ **applications** using a simple API), Java user interface widgets, utilities for paging or faxing data to customers when a problem occurs, utilities for sharing data between applications, and so forth.

Please replace the paragraph beginning on Page 48, Line 10 with the following amended version of this paragraph:

The main user interface to **[[The]]** **the** vehicle tracking system **34** provides shipment-tracking information to the ramp, area and zone supervisors. Under this interface, data is "read-only". The information displayed **is** secured by logon id and password. Search capabilities are provided to locate specific vehicle information by VIN, VIN fragment, make/model, ~~**Shipment**~~ **and shipment** "milestone" dates. This interface also allows for the display of shipment detail

and status, indexed by expected ship date, expected arrival date, vehicle ~~Types~~ **types**, etc. Reports can also be obtained to provide shipment metrics and/or history.

Please replace the paragraph beginning on Page 48, Line 17 with the following amended version of this paragraph:

The "System Admin" interface to **[[The]] the** vehicle tracking system 34 enables a "super user" to add/modify/delete users of the system, set/reset metrics, ~~**performs**~~ **perform** database admin duties, etc., as needed.

Please replace the paragraph beginning on Page 51, Line 6 with the following amended version of this paragraph:

Vehicle Tracking System Screens

Various exemplary ~~**screen**~~ **screens** which will be seen by the users will now be discussed.

The vehicle tracking system **34** screens can be displayed using a Web browser. The user enters ID and password to login into the vehicle tracking system 34.

Please replace the paragraph beginning on Page 56, Line 14 with the following amended version of this paragraph:

- Simulation Vehicle Type (1-21)

  The tracking system will provide simulation vehicle types (1-21) to the simulation database. Each of the 21 manufacturing ~~***plant***~~ ***plants*** *produces a unique vehicle type. If necessary, the vehicle tracking system 34 will convert manufacturer vehicle types to simulation vehicle types.*

Please replace the paragraph beginning on Page 56, Line 20 with the following amended version of this paragraph:

- Origin (Integer value of 1-21).
  *The tracking system will pass unique integer values representing all 21 origin ramps to the simulation database. If necessary, the vehicle tracking system 34 will convert manufacturer origin alphanumeric assignments to the integer values.**[[.]]***

Please replace the paragraph beginning on Page 59, Line 5 with the following amended version of this paragraph:

- Quantity of vehicles on each railcar or car hauler by vehicle type and routing number (Integer value).
  The tracking system passes the total quantity of each simulation vehicle type on each railcar or car hauler and its routing number to the simulation database at the start of the simulation. The tracking system assigns a unique integer value to each of these railcars and car haulers and ~~*pass*~~ ***passes*** *this to the simulation database as well. The tracking system tracks the routing number for each VIN in the model. This information is part of the Current Location Table above.*

Please replace the paragraph beginning on Page 67, Line 15 with the following amended version of this paragraph:

Using Arena, animation of the model can be displayed representing the movement of trains from the 21 manufacturing facilities to the 17 destination ramps, via the Kansas City mixing center. In addition, all model outputs listed above are displayed on the screen during the simulation run as status variables. This is known as scoreboard animation. A bitmap image of the U.S., with all manufacturing plants, mixing centers, and destination ramps, is used as a "backdrop" for the animation.

Please replace the paragraph beginning on Page 70, Line 11 and ending on Page 71 with the following amended version of this paragraph:

Under one embodiment of the invention, when the user accesses **the** vehicle tracking system **34** though the login screen, the Viewable Items Screen is shown. Depending on the job requirements of the user, the user will see a list of hyperlinks for one or more of these categories:

Dealers

Ramps

Lanes

Please replace the table beginning on Page 71 with the following amended version of this table:

When the user selects Search in ...	**the search looks for vehicles ...**
Dealer View (a dealer selected)	scheduled for arrival at the dealership on the date(s) that the user specifies.
Ramp View (a ramp selected)	scheduled for arrival the ramp on the date(s) that the user specifies.
Lane View (a lane selected)	~~**schedule**~~ **scheduled** to arrive at the lane's end destination on the date(s) the user specifies.

Please replace the paragraph beginning on Page 74, Line 22 and ending on Page 75 with the following amended version of this paragraph:

[[The]] On the Status Details screen, if the user has permission to do holds, the user can place the vehicle on hold by doing the following:

1. Select put on hold on the side navigation bar. This brings up the screen shown in Fig. 23.
2. Click the insert here link for the event at which the user is stopping transport of the ~~**vehicle as**~~ **vehicle. As** shown in Fig. 24, a blank line appears for the new hold event the user is creating.
3. In the boxes below, select the type of event, the start date for the event, the duration of the event, and any applicable notes. The user should click Save when finished.

Please replace the paragraph beginning on Page 78, Line 8 with the following amended version of this paragraph:

As may be seen, the Vehicle Summary includes the following:

- VIN (partial VIN, VIN column)
- Vehicle model (Model column)
- Year of the vehicle (Year column)
- Planned date of arrival at ramp (Planned Arrival **column**)
- Revised date of arrival at ramp, when applicable (Revised Arrival column)
- Current location of the vehicle (Location column)
- On-schedule indicator (traffic light in Status column). When lit, green is on time, yellow is one day late, and red is two days late.

Please replace the paragraph beginning on Page 78, Line 25 with the following amended version of this paragraph:

It should be understood that similar Status Details Views, Hold procedures, search functions, and Vehicle Detail access **[[is]]** **are** similar to those ~~**discussed in Dealer views**~~ **discussed above in reference to dealer views**.

Please replace the paragraph beginning on Page 79, Line 2 with the following amended version of this paragraph:

This section ~~**described**~~ **describes** how the user can check status information and descriptions for vehicles associated with a lane.

Please replace the paragraph beginning on Page 79, Line 4 with the following amended version of this paragraph:

To see the view for a Lane, the user clicks a ramp name on the Viewable Items screen. A table similar to **the table shown in** Fig. 31 is displayed.

Please replace the paragraph beginning on Page 79, Line 18 with the following amended version of this paragraph:

To see the quantity of vehicles originally planned for delivery at the lane's end-destination according to model, the user goes to the row for a specific date and ~~**elick**~~ **clicks** the icon in the Unit Breakdown column. A screen appears similar to Fig. 32.

Please replace the paragraph beginning on Page 80, Line 8 with the following amended version of this paragraph:

To see a list of vehicles **[[with]]** **and** the current status and revised arrival date at the dealership, the user goes to the row for a specific date and ~~**elick**~~ **clicks** the Vehicle Summary icon, either in the Ramp View or in the Unit Breakdown. Fig. 33 is then shown.

Please replace the paragraph beginning on Page 80, Line 13 with the following amended version of this paragraph:

The Vehicle Summary (Fig. 33) includes the following:

- VIN (partial VIN, VIN column)
- Vehicle model (Model column)
- Year of the vehicle (Year column)
- Planned date of arrival at ramp (Planned Arrival **column**)
- Revised date of arrival at ramp, when applicable (Revised Arrival column)
- Current location of the vehicle (Location column)
- On-schedule indicator (traffic light in Status column). When lit, green is on time, yellow is one date, and red is two days late.

Please replace the paragraph beginning on Page 81, Line 5 with the following amended version of this paragraph:

The vehicle Status Details screen for the Lane View ~~**(Fig. 34 is shown)**~~ **(shown in Fig. 34)** shows all status information concerning a particular vehicle on its way to the dealership.

Please replace the paragraph beginning on Page 83, Line 4 with the following amended version of this paragraph:

To design a report, the user does the following:

1. Choose an option in the drop-down box for the basis of the query and click Continue. The user's choice appears at the top of the screen, next to Entity, and the next list of options appears.
2. Select an attribute from the drop-down list and click Continue. A search criteria screen is displayed that allows the user to specify a range of limitation for the attribute.
3. ~~Specifie~~ **Specify** the starting point of the search (in this case associated with "Zip") and click Continue. The Report Editor for formatting controls appears.

Please replace the paragraph beginning on Page 83, Line 23 with the following amended version of this paragraph:

5. Use the Column Editor to add more columns and do column formatting, then click Accept. The user ~~return~~ **returns** to the Format Editor with the ~~changed~~ **changes** displayed.

Please replace the table portion beginning on Page 85 with the following amended version of this table portion:

Text, Specify delimiter char. ___	Separates the items on the report by the character that the user specifies.
Text, First row headers	Adds the header names at the top of the page.
Text, new lines	This check box should be selected **if** the user is working on a Unix machine, to adjust the line feed (carriage return or Unix line feed only).
Text, Apply formatters	This check box should be selected to indicate that the user wants a character formatter carried forward to the output (example, $). See the Formatter field on the Report Column Editor screen.
Text, No surrounding quotes	Report items are not enclosed by quotation marks.
Text, Double quotes	Report items are enclosed by double quotation marks.

Text, Single quotes	Report items are enclosed by single quotation marks.
Specify surrounding char.	Report items are enclosed by the character that the user specifies.

Please replace the paragraph beginning on Page 85, Line 5 with the following amended version of this paragraph:

To access the Origin Ramp Report, the user does the following:

1. Goes into The Vehicle Tracking System and ~~**eliek**~~ **clicks** Reports on the left navigation bar. The Report Builder main screen appears.
2. Click Predefined Reports. The Predefined Report screen appears.
3. Click the Planning arrow, the click Origin Ramp. The Generate Report screen for the Origin Ramp Report appears.

Please replace the paragraph beginning on Page 86, Line 9 with the following amended version of this paragraph:

Accessing the No Start VINs Report

To access the No Start VINs Report, the user does the following:

1. Goes into The Vehicle Tracking System and ~~**eliek**~~ **clicks** Reports on the left navigation bar. The Report Builder main screen appears.
2. Clicks Predefined Reports. The Predefined Report screen appears.
3. Clicks the Expediting arrow, then ~~**eliek**~~ **clicks** No Start VINs. The Generate Report screen for the No Start VINs Report appears.

Please replace the paragraph beginning on Page 87, Line 5 and ending on Page 88 with the following amended version of this paragraph:

After logging in (screen not shown) the user is presented with "viewable items" which the user can access, which can be by password access or by the shown search factor. Assuming the user clicks on the "Beach Motors" by hyperlink at ~~**"X". Fig. 35A**~~ **"X" Fig. 36** will be presented, which is a Dealer View. As may be seen, this view shows for a given date, the number of vehicles projected for arrival at the dealership. As an example, on 2/19/01, four

vehicles are projected. For that date, four different summaries are available: model summary, railcar summary, ramp summary, and vehicle summary.

Please replace the paragraph beginning on Page 88, Line 4 with the following amended version of this paragraph:

Assuming link "A" is selected from Fig. **[[26]]** **36**, a screen such as Fig. 37 is then displayed. Fig. 37 is a model summary list, by model, of the four vehicles which are to arrive at the dealership on 2/19/01. As may be seen, one is a Crown Victoria, whereas the others are Expedition XLT models. Assuming one "clicks" (selects) the Vehicle Summary hyperlink shown **[[on]]** **in** Fig. 37, the Vehicle Summary will be shown as in Fig. 38. Fig. 38, the Vehicle Summary, shows the VIN (ZFAFP73W8YX167501), the model (Crown Victoria Standard), year (2000), planned arrival (02/19/01), revised arrival (2/24/01), location (loaded on railcar ETTX907680) and status. If more than one vehicle was located, the Vehicle Summary would have looked more like Fig. 42.

Please replace the paragraph beginning on Page 88, Line 16 with the following amended version of this paragraph:

~~**Deferring**~~ **Referring** back to Fig. 36, if instead link "B" is selected, namely the Railcar Summary, a screen such as Fig. 40 is provided. As may be seen, this screen where twenty-four autos interact with the Rail System. If the Vehicle Summary link is selected as shown, a Vehicle Summary display similar to Fig. 38 will be shown, except more lines of display will accommodate the twenty-four autos (unless they are on the same train).

Please replace the paragraph beginning on Page 88, Line 21 with the following amended version of this paragraph:

~~**Deferring**~~ **Referring** again back to Fig. 36, if the "Ramp Summary" link is selected, then a Ramp Summary screen such as Fig. 41 is then shown, which as may be seen shows the Winston Salem ramp with fifteen (15) vehicles. If Vehicle Summary is selected, a Vehicle

Summary report such as shown in Fig. 42 is shown, which in this case requires two pages (only one is shown).

Please replace the paragraph beginning on Page 88, Line 26 with the following amended version of this paragraph:

~~Deferring~~ **Referring** back again to Fig. 36, if the Vehicle Summary link is selected from this screen, a list of vehicles similar to Figs. 38 or 42 would be shown.

Please replace the paragraph beginning on Page 88, Line 28 with the following amended version of this paragraph:

As may also be seen, a VIN search is provided in many of the screens, to allow an independent VIN search (which could be limited to the user's associated VINS). **[[AS]]** **As** may also be seen, in Fig. 39 a link is provided to allow the user to put a vehicle "on hold", as discussed earlier.

Please replace the paragraph beginning on Page 92, Line 20 with the following amended version of this paragraph:

In another embodiment, a software planning engine is run on the workstation 59 to optimize the delivery network 20, automatically assigning routes and ordering resources. Such software allows the planning tool to better actively plan the network and **to** be less reactive. In particular, the software focuses on managing resources to reduce or eliminate unplanned dwell time at origin points and mixing centers. Results of the simulation tool analyses are used to generate time phased workload plans across the network, and to provide vehicle estimated time of arrival (ETA) at rail switching or other network facilities. Furthermore, alternative routes for lane segments, namely, the best predetermined workaround contingencies for foreseeable problems, are factored into the original plan for use if necessary.

Please replace the paragraph beginning on Page 93, Line 24 and ending on Page 94 with the following amended version of this paragraph:

The VIN routing planning process 300 takes advantage of the predictive capability of the simulation tool 38 to plan capacity in the network. The process utilizes key capacity effectively, eliminates bottlenecks and reduces unplanned dwell, thus reducing network cycle time for vehicle delivery and relative costs. One aspect of this process is to apply alternative routings from origin ramps in the simulation process to control bottlenecks at mixing centers. The process focuses on the mixing center as the resource most likely to experience bottlenecks, and on the origin ramp **[[and]]** **as** the best source of high volume workarounds. The simulation tool 38 is used to predetermine the best workaround contingencies for the known production schedule, taking into consideration the relative cost and the effect on cycle time. Any expected origin ramp release of a "batch and hold" is incorporated into the simulation tool model. In operation of the network, flexing normal routes in response to contingencies on a day to day basis produces improved cycle times, and the routing planning process 300 builds such contingencies into the routing plans stored in the routing plan database 310. After several iterations of the simulation tool analysis, a best plan is accepted and communicated as described above to the carriers and the management team.

Please replace the paragraph beginning on Page 94, Line 9 with the following amended version of this paragraph:

Reducing the ratio of mix railcar loads to LTD loads in load plans 315 is an example of a technique that is applied to origin ramps. Referring to Fig. 2, assume that the simulation predicts that the need to **include** a few VINs on a mix railcar will prevent an entire train of LTD railcars from bypassing the mixing center. In this case, the extra flexibility available in assigning alternative routings may result, for example, in sending the mix load VINs directly to a destination ramp or dealer by car hauler even though such a destination is farther than the normal limit for direct car hauler delivery. The VIN routing operations process 307 generates time-phased workload plans across the network for scheduling personnel and equipment and for notifying management team members at various network facility points of upcoming needs. The

management team then has the accurate information it needs to assure that downstream facilities and carriers have labor and haul away capacity in place to carry out the routing plan. This process also calculates VIN ETAs at rail switchout points that the network is capable of meeting.

Please replace the paragraph beginning on Page 97, Line 10 with the following amended version of this paragraph:

Daily Routing Plan Process. A daily routing plan process is summarized in Fig. 59. Various updates to the simulation model are represented at block 340, and VIN profiles, family data, and production schedules are represented at block 341. These pre-routing inputs include batch and hold updates, facility capacity updates, carrier updates, and route contingency plans. These inputs are associated with a set of simulation parameters at block 344, depending on the current iteration of route planning. Iteration no. 1 assumes unlimited capacity at mixing centers, and takes into account batch and hold expectations at the origin ramps. The simulation tool does a routing analysis at block 345, assessing the magnitude of the worst predicted mixing center problems and the possible origin ramp options for dealing with those problems. Plan metrics, including the cost per VIN and the cycle time to complete the plan, are output. The process of optimizing and simulating then returns to block 344 for iteration no. 2, which uses the real capacity of the mixing centers. On this iteration, the simulation tool at block 345 integrates origin ramp workarounds into the model, and outputs the same metrics. The process again returns to block 344 for iteration no. 3, which uses the best workarounds, and at block 345, outputs a final plan with ~~update~~ **updated** VIN ETAs, verifies that the final plan is acceptable, identifies any continuing problem attributes for post-planning evaluation, and provides a plan summary. At block 349, the plan is accepted. The routing process includes a mixing center review, planning for origin ramp contingencies, planning cycle time, planning a cost summary, and updating ETAs. Block 350 represents post routing analysis and adjustments to be applied to the next daily routing process, based on review of final cycle time and cost, workloads, new issues that arise, and lead time analysis.

Please replace the paragraph beginning on Page 99, Line 26 and ending on Page 100 with the following amended version of this paragraph:

The management team **31** oversees the staging and loading process, utilizing a routing plan for each VIN received on workstations 42. The routing plan detail includes an indication of where each VIN should be staged prior to loading so that the VIN will efficiently begin its proper lane segment according to the routing plan. As key events occur to the VIN, its code is scanned by the management team **31** or personnel under their supervision, and the information is transmitted through the workstations 42 or through the communications interface 40 to update the tracking database ~~**50 The**~~ **50. The** management team 31 also may manually enter status information to the tracking database. The involvement of personnel employed by the carriers and the load/unload contractors is shown diagrammatically in Fig. 60 for typical LTD and mix scenarios.

Please replace the paragraph beginning on Page 102, Line 19 and ending on Page 103 with the following amended version of this paragraph:

Fig. 62 shows a vehicle flow for a somewhat different process 440 for transporting vehicles initially on car haulers from a car plant in Michigan to a California (Mira Loma) destination ramp via **[[a]]** two mixing centers. Steps 441 to 443 are identical to steps 401 to 403 described above. However at 444 the VIN is scanned and accepted for haulaway transport and contractor personnel stage the VIN to a load line at 445. When there are enough VINs to fill a truck load as noted at 446 (if not there is a wait at 447), the car hauler personnel load their rig at 448 and tie down at 449. The VIN identification code is tied in the tracking database 50 with a scanned haulaway trailer identification code. The rig moves out at 450 and travels for a time represented by 452 to the Fostoria, Ohio, mixing center where at 455 the VIN is unloaded, scanned, and staged for inspection by an unload contractor. At 456, the unload contractor inspects the VIN and sends it to a geographic load line at 457 for consolidation with other VINs bound for the same destination ramp. When there are sufficient VINs to fill a railcar for that destination as noted at 458 (wait at 459), the contractor loads a rail car at 460, scans the VINS loaded and the rail car, and ties down at 461. Steps 462 to 466 are identical to steps 410 to 416

above, as the train travels to the Kansas City mixing center, the railcars are rebuilt into trains. Then the process continues with the steps of Fig. 62 as described above, culminating in delivery to the dealer.

Please replace the paragraph beginning on Page 104, Line 20 with the following amended version of this paragraph:

Such a management structure is configured to provide the following in conjunction with other features of the present invention:

a) Providing a network to satisfy suitable business requirements,

b) Delivery to dealerships not to exceed a designated number of transit in any point to point lane or segment days (8 days in **[[on]]** **one** embodiment),

c) Visibility of vehicles as they are transported through the network and,

d) Management of the network provided to facilitate the delivery.

Please replace the paragraph beginning on Page 104, Line 29 and ending on Page 105 with the following amended version of this paragraph:

The following discussion describes the plan for managing the network, ~~as well as~~ **and** ~~give~~ **gives** an overview of an overall implementation plan, allowing for an effective assumption of those responsibilities as stated above. This incorporates training of the management team, as well as dispatch and positioning in the field, ultimately encompassing the entire North American continent.

Please replace the paragraph beginning on Page 105, Line 14 with the following amended version of this paragraph:

Both of these groups, while being accountable for specific portions of the distribution network **20** management, work closely together to effectively manage the distribution network **20** and improve efficiencies as the network and its management evolve. Assumption of the responsibility of the network is being achieved through a phase-in program designed to assume management of specific areas of the network with each phase ~~*check with client re status*~~. As

each phase is added, areas introduced in prior stages are turned over to the management people responsible for those lanes and segments. Prior to each of the five implementation phases, training workshops will be held with each of the management groups as they are added. Such training can include learning about the vehicle manufacturer, vendor management, business conduct and compliance, railroad and car hauler practices, etc.

Please replace the paragraph beginning on Page 109, Line 27 and ending on Page 110 with the following amended version of this paragraph:

B) Finance - The Finance Group is responsible for all categories associated with expenses, revenue, and accounting for the management team 31. Initially, Freight Payment is conducted by vehicle manufacturer employees working for the management team 31. As systems are developed and merged, payment to the vendors is done electronically, eliminating the need for these people. This plan takes into consideration the eventual assumption of Contract responsibilities by the management team 31 with the vendors. As existing contracts between the vehicle manufacturer and the transportation vendors reach maturity, they are handed over to the management team 31 for negotiation and ownership of the contracts. As in the case of the Freight Payment, in a final embodiment, transfer of this to an electronic system controlled by the management team **31** will be in place. Finally, the Finance group is responsible for the effective management of revenues, cost control systems, Business Planning models and completion, buildings and facilities, etc.

Please replace the paragraph on Page 111, Line 1 with the following amended version of this paragraph:

The tracking system **34** is a system that provides visibility of the unit to the user. The tracking system **34** will let the inquiring person know the units' location in the pipeline, **[[its']]** **its** status compared to a planned time in transit at each stage of the transportation, provide for alerts and alarms when units fall behind schedule, and give a view of the network in progress, down to the vehicle level if desired. This has been recognized by the inventors as being critical to

assuming responsibility for the manufacturer's distribution network **20**. Visibility of the vehicles in transit will be a quantum leap forward towards improving delivery times.

Please replace the paragraph beginning on Page 111, Line 11 with the following amended version of this paragraph:

Performance of the network **[[are]]** **is** to be reviewed on a daily basis.